

DEATHS ON RAILROADS EXCEED THOSE IN WAR

Says Report of Interstate
Commerce Commission.

TRAFFIC INCOME INCREASES

Elkins Law to Enlarge Powers of
Board Is Not the Success That
Was Expected.

The annual report of the Interstate Commerce Commission was issued this morning, and while the condition of the commission, so far as power to compel the railroads to obey its mandates, is not what the commission would like, the figures show the railroads have enjoyed a most prosperous year. Earnings all over the United States have been increased, while the expenses have not grown in ratio to the income. Figures also show that more employees of railroads were killed in the year than there were dead in the whole of the war with Spain.

In the beginning of the report the commission gives the figures relating to income and expenses, and then it discusses the Elkins law, which it has decided is not the success it promised to be. The law, according to the report, is in many cases evaded, and Congress is asked to amend the act to prevent the abuses. Concerning charges the report says:

Effect of Elkins Law.

"The effect of the Elkins amendment has been to bring about in many cases an increase of railroad charges, and, as a result of the maintenance of rates, operated to intensify whatever was wrong in the tariffs themselves. This is doubtless one explanation of the marked increase in the number of formal complaints made to the commission in the present year, which are more than double those of the previous year and more than four times the number of those received the year before. The fact that such complaints multiply is highly significant. Yet the authority of the commission in respect to these matters has not been enlarged in the least by the amendment in question."

The report then says he rates in all parts of the country have been increased upon coal, grain, lumber, live stock, dressed meats, and packing-house products. The report says there has been a disposition to do away with special privileges. The commission calls attention to the increase in rates being an increase of the transportation taxation upon the producers of the country, and says the increases have in nearly all cases been brought about by concerted action. There is no way to prevent these increases.

Freight Rebates Again.

An abuse of favoritism is referred to in the report which recalls the methods of Rockefeller some years ago to ruin and drive independent oil refiners out of business or into his combine. The Hutchinson, Kan., Salt Company owned switch tracks in connection with the Santa Fe, the Rock Island and several other roads, and it paid rebates to itself on track charges, thus hauling salt as it desired at about half the cost paid by the independents. "The result was the combine sold its salt in the markets at so much less than the independents that the latter were driven out of business."

The commission protests against the growth of the use of private cars, asserting they are injuring shippers generally. The commission explains why its attorneys frequently become the lawyers for complainants against the railroads by asserting that the practice is necessary to obtain information desired. The commission had 544 complaints made to it, of which 462 have been considered. The commission has thirty cases pending in the courts and nearly a hundred important decisions were made. According to the report the law compelling the placing of safety appliances on cars is being observed, though many of the lines are asking for more time in which to make the changes required. In several important cases this privilege has been granted, and other cases are still pending.

Number of Accidents.

Concerning accidents the report says: "In the year ending June 30, 1903, the number of passengers killed in train accidents was 164, and of injured 4,424; of employees killed, 895; injured, 6,440. Casualties from other causes, added to these, make totals of 321 passengers and 2,233 employees killed and 6,973 passengers and 29,004 employees injured. These numbers are larger by a considerable percentage than the corresponding numbers of the year last preceding."

As to incomes the report says: "The gross earnings of the railroads for the year ending June 30, on the mileage stated, were \$1,890,150,679. The gross earnings for the previous year, on 200,154 miles, as shown in the final report, were \$1,735,239,267. Passenger earnings amounted to \$508,633,099, and freight earnings to \$1,335,767,581. Miscellaneous earnings connected with operation were \$45,699,099. Gross earnings from operation averaged \$9.32 per mile of line. This average is \$75 larger than the average as shown in the complete report for 1902. Of the gross earnings per mile of line, \$2,525 were assignable to the passenger service and \$6,800 to the freight service. The operating expenses of the roads totaled \$1,248,520,483. This aggregate is equivalent to an expenditure of \$6.197 per mile, or of \$620 more per mile than was shown in the complete returns for 1902."

"The total net income of the roads included in this advance report was \$734,769,435. The dividends declared for the year ended June 30 by the railway companies for which returns appear in the preliminary report amounted to \$199,210,010. This sum exceeds that reported for the dividends of corresponding lines for 1902 by \$9,589,700."

REWARD FOR ARREST OF TWO BURGLARS

Major Sylvester has offered a reward of \$100 each for the arrest and conviction of John Talbot and Frank Johnson, alias Uhle Burke, the two safe burglars who were identified by their pictures as the men who called at the Fyler grocery store in Anacostia, a day or two before the two safe robberies on Saturday night, making a trifling purchase and asking a lot of questions. The police are certain that these men are the guilty parties. Circular letters, containing their pictures and descriptions, are being sent out by the hundred.

UNJUSTLY ACCUSED, SAV POSTAL CLERKS

New York Office Employees
Deny Imputations.

HAD TO OBEY DIRECTIONS

Department Arbitrary in Its Action.
Beavers an Autocrat—Investigators'
Report Does Them Injustice.

Officials in the New York postoffice are vigorously denying the insinuations against their conduct made in the report of Charles J. Bonaparte and J. Holmes Conrad, upon the Postoffice Department scandals. The position taken by the New Yorkers is that the department itself is responsible for their apparent shortcomings. They assert that the department is arbitrary, issuing orders right and left and punishing those who question or disobey.

The payment of \$1,148 to George Beavers as expenses, which payment has been declared wrong, was ordered by the department, and the New York men want to know what would have happened to the man who refused to pay the money. When the payment was ordered Beavers was an autocrat of the worst kind. For an official to have held up the payment would have meant unlimited trouble and more than likely the loss of his position.

Arbitrary Treatment.

An illustration of what the New Yorkers complain of as arbitrary treatment is the reduction of the number of deliveries from Station J in New York from six to four. They say that the other two deliveries are necessary, and that it is useless for the Government to spend enormous sums on city deliveries in installing pneumatic tube and street car service when the mail is allowed to lie in the postoffice for several hours after it is collected.

Minerva Jeffrey, the clerk who was mentioned in the Bristol report as having been appointed to the Fredonia, N. Y., postoffice, but did not appear at the office or do any other postal work, denied the charge yesterday when seen in the New York city postoffice, where she is drawing \$1,200. She also denied the checks for her salary were mailed by the Fredonia postmaster to George Beavers, and that Beavers deposited them to the credit of his personal bank account. She was the particular friend of Beavers, when he was in his prime, and her name has frequently been mentioned.

Looking for Developments.

Postal clerks in Washington and elsewhere are wondering what will result from the scathing denunciation of Messrs. Bonaparte and Conrad of the practice of putting clerks into small unclassified offices for the purpose of having the clerk classified into the civil service when the office was classified. The two investigators declared that any person who would adopt this device was unfit for the public service.

As part of the duty of Messrs. Bonaparte and Conrad was to make recommendations and suggestions concerning the management of the department. It is thought that some of those who adopted the device, as well as those who benefited by it will have to leave the department, if the President follows out his policy of a clean postal service.

Flagrant Abuses.

The Civil Service Commission has drawn attention to the abuse in a number of its annual reports. Some of the very inspectors who conducted the investigation are said to have entered the department through the "greased route," while a number of other cases could be cited. The Times has pointed out a young woman, now in the Pension Office, who was appointed to a small postoffice which remained unclassified only a month after her name was put on the rolls. She was then transferred to the Pension Office and had her salary raised \$1,200 in three months. She now draws \$1,600.

This case is only one of numerous others almost as flagrant. The names of those who obtained the appointments and the different stages of the promotions are on record at the Civil Service Commission.

VAN COTT AUTHORIZED TO PAY BEAVERS' "EXTRA"

New York Postmaster Unable to See
Anyone—Assistant Publishes Department Order.

NEW YORK, Dec. 18.—Postmaster Van Cott was not at his office yesterday, and it was said there that he had been sick in bed at his home all the week and was unable to see anyone, being threatened with pneumonia.

Assistant Postmaster Morgan declined to discuss the upholding of the Tulloch charges, but gave out a copy of the following letter as a full exoneration of the postmaster in the matter of the payment of expense to Beavers:

"Postmaster, New York, N. Y.: Sir: You are authorized to pay Mr. George W. Beavers at the rate of \$4 per day for every week day from July 1, 1898, for expenses as assistant to the special attorneys in the court of claims in the settlement of letter carriers' overtime claims. Very respectfully,
"GEORGE M. ALLEN,
"Acting First Assistant Postmaster General."

It was not unusual, it was said by those in the office, to pay out moneys at the New York postoffice on orders similar to this, and it was remarked that all the postal clerks in Cuba had been paid for a time in like manner from the New York office.

PRESIDENT SENDS APPOINTMENTS TO SENATE

The President yesterday sent the following appointments to the Senate for confirmation:
Treasury—To be surveyor of customs, Charles J. Robb, for the port of Michigan City, Ind.
Department of Justice—To be United States marshals, Gilbert B. Deans, for the southern district of Alabama, and William H. Grimshaw, for the district of Minnesota.
Interior Department—To be agent for the Indians, Luther S. Kelly, of New York, at the San Carlos Agency, in Arizona.
A number of postoffice appointments were included, among which were the following: Virginia—Benjamin P. Gay, Smithfield. West Virginia—John B. McNally, Wellsburg.

NEWS OF RAILROADS AND OF RAILROAD MEN

To New York by Trolley.

According to dispatches received from Cleveland the plan of the Cleveland, Baltimore and Annapolis Electric Railroad has been a success, and in a few days an application is to be made to discharge the receiver. This means that work all along the line is to be resumed, and unless the officers of the company are overenthusiastic the dream of Washingtonians of being able to make the trip to Baltimore and from the Monumental City to Philadelphia and thence to New York on schedule to suit themselves by trolley cars may be realized. The only gaps now existing are between Washington and Baltimore and between Perryville and Baltimore on the north. Vice President Christy, who has been in charge of the work at Washington, is expected to return from Cleveland in a few days. The money on which the road is to be constructed is coming from Cleveland financiers. All of the trouble the railroad has experienced has been due to the inability of the officers to dispose of the securities because of the fearsome condition of the market. A few men have been continued at the power-house at Hyattsville, and at other points where it has been necessary to go on with operations to prevent the degeneration of the properties, and they have made some progress. Unless the dispatches received are misleading the road will have been completed within a year.

The Goulds in the South.

George Gould and his sons are still shooting quail and other game birds at High Point, N. C. Helen Gould, who made a flying trip to Richmond, where she and her youngest brother, Frank Gould, have large interests in the street car systems, all of the messages sent from the North Carolina village, before departing for St. Louis. In this certain railroad men seem to see some sort of a plan to invade Virginia with the Gould railroads. The report published in The Times a few weeks ago that the Goulds had been busy surveying certain routes from the West Virginia coal fields to tide-water are quoted, and it is asserted that the engineers have selected the Rappahannock Valley as the route, making the terminals at tide water at the mouth of the river, where the Chesapeake and Ohio and the Norfolk and Western do not try to make trouble. A coal rate war in the territory would cost a new system a lot of money, but it would be possible for it to make long contracts. The Goulds are, however, not afraid of a little trouble if dividends are in the future.

Interesting Figures.

The Interstate Commerce Commission, in a report, says that its preliminary income account for the year ended June 30, 1903, shows railway returns for 201,457 miles of line, which is approximately 98 per cent of the entire mileage in the United States. Gross earnings for that year amounted to \$1,890,150,679, or \$9.332 per mile of line. Operating expenses aggregated \$1,248,520,483, or \$6.197 per mile, leaving net earnings of \$61-630,196, or \$3.135 per mile. Fifty-three million dollars in taxes are not included in this statement of operating expenses. Compared with the previous year the net earnings are greater by some \$34,000,000, and stock dividends are greater by nearly \$10,000,000. In 1897 the gross earnings averaged only \$6.12 and operating expenses \$4.106 per mile of line.

Borrowing More Money.

St. Louis is in the field for more cash. The officers of the exposition are to ask for several millions from Congress shortly after the holiday recess and the Terminal Association, which hopes to improve the railroad conditions of the city, is also after a few millions. The report is confirmed that the association has obtained \$4,500,000 from the First National Bank of New York to reconstruct the terminal facilities of the city for the exposition, but all details of the transaction are withheld.

Penny Appointments.

It is announced from Philadelphia that the Pennsylvania Railroad has made the following appointments: Charles F. Nye, to be New England freight agent, with headquarters in Boston, to succeed J. A. Ackley, resigned.

J. L. Eysmans, to be superintendent of the Union Line at New York, to succeed Mr. Nye.

Railroad Values.

The matter of the real value of the railroad properties in the United States is bothering the Interstate Commerce Commission, and in its report the commission calls upon Congress to help it get the figures. The commission says:

"Of the various methods of valuing railway property, the one which seems to meet most nearly the necessities of the situation calls for a complete and detailed inventory of the physical and nonphysical values."

"The other methods which come into competition with the inventory method are, first, the acceptance of the book items of cost of road and equipment and such other items as appear on the assets side of the balance sheet; or, second, the acceptance of the market price of railway obligations as a measure of that value. The salient features of the several methods are discussed in the report."

ARKANSAS WOMAN SAYS CARTER IS INNOCENT

Writes to Authorities Offering to Guide
Them to Hiding Place of
Stolen Money.

STAMFORD, Conn., Dec. 18.—A woman who lives in Arkansas says she knows where much of the money obtained from the United States Government by Capt. Oberlin M. Carter, Capt. B. D. Greene, and Colonel Gaynor is concealed.

The woman recently heard that detectives were in Stamford looking for this money. Under date of December 3, 1903, she has written to Acting Chief of Police Brennan that the money was being hidden where the search was being made. She said she would furnish immediate proof of Captain Carter's innocence and bring to light the guilty. The woman asked that her name be kept secret, saying that if made public she might be killed. The chief will investigate.

FRENCH AUTHOR SAYS ESTABLISH FREE PORTS

Prof. Lorin Advises European Powers
to Pursue This Policy in Neighborhood of Panama Canal.

PARIS, Dec. 18.—Prof. Henri Lorin, of the Bordeaux University, a distinguished publicist, is the author of an article appearing in the "Depeche Coloniale," discussing the future balance of power in the Western Hemisphere as affected by America's acquisition of the Panama Canal and the forcible control of the Dominican Republic, which latter Frenchmen anticipate with satisfaction.

Prof. Lorin contends that the best thing for European nations, which still possess colonies in the Antilles, is to do as the United States has done, and to renounce all plans in American waters that are not exclusively economic.

He declares that power will be best advised which establishes free ports in its territory in the immediate neighborhood of the Panama Canal.

ARMY OFFICER ACCUSED OF DRAWING DOUBLE PAY

Capt. John W. Phillips Charged With
Duplication of His Accounts.

NEW YORK, Dec. 18.—Charges against Capt. John W. L. Phillips of the Twenty-second Infantry, of duplicating his pay accounts for October and November, were forwarded to Washington yesterday by Col. Francis S. Dodge, chief paymaster of the Department of the East.

Captain Phillips is away from his regiment, now serving in the Philippines, on leave of absence. He is specifically charged with making a duplicate set of pay vouchers and sending them to different paymasters, thus drawing double pay for both months. Captain Phillips is now suing his wife for divorce. She makes countercharges, alleging that she found a woman's shoes in his room in the Plattsburg barracks.

COLLEGE LAW CLASS ELECTS ITS OFFICERS

Freshmen Elect Organization and De-
fer Choice of Speaker.

The freshman class of the Washington College of Law was called to order last evening by the dean, Mrs. E. S. Mussey, for the purpose of effecting an organization of the class and electing officers for the year and a speaker to represent the class at the annual college banquet.

The following officers were chosen: President, Margaret Noyes; vice president, Mrs. Ella D. Gates; secretary, Frances M. Lewis; treasurer, Morton McDonald.

The election of the speaker for the banquet was deferred until the next meeting, which will occur early in January.

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Men's Suits.....	\$12 to \$35
Men's Overcoats.....	\$12 to \$50
Youth's Clothing.....	\$8 to \$20

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Boys' Fancy Wash Vests.....	\$1.00 to \$3.00
Boys' Canes.....	15c to \$1.00
Boys' Peter Thompson Suits, \$5, \$6, \$8, and \$10	

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